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CENTRAL INTELLIGENCE AGENCY

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COUNTRY Hungary

REPORT

SUBJECT

DATE DISTR.

10 SEP 1958

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Industrial and Military Installations

NO. PAGES

1

REFERENCES

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. [redacted] three reports [redacted] with
[redacted] Several diagrams are included.

2. The subjects of these reports are:

- a. Construction of a Soviet airfield at Alag (report - 1 page; summary - 4).
b. Stalin Iron Works, Part II (report - 2 pages; summary - 5).
c. Budapest Automobile Motor Repair Enterprises at 9 Veső Utca, Budapest XIII (report - 4 pages; summary - 9).

3. Part I of the report on the Stalin Iron Works is not available for dissemination.

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Stalin Iron Works, Part II

The Factory Construction Enterprise works one ^{eight} 8-hour shift a day, except during special emergencies. The iron works ^{proper} ~~themselves~~ work three 8-hour shifts per day.

In the way of equipment, the Factory Construction Enterprise has, in addition to the usual equipment, ^{two} 2 railroad cranes, and many ^(breakdown) ~~also~~ cranes.

The industrial capacity of the Factory Construction Enterprise was quite irregular. [redacted] only the following

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buildings were completed: foundry, mechanical shop, locomotive shop, heavy forge, ~~shop~~, sulfuric acid shop. The reinforced concrete plant serving the Factory Construction Enterprise, had a daily capacity of ^{five} 5 carloads of concrete.

The Iron Works produced 8-10 ^{eighteen} ~~loads~~ ^{care} loads of ^{coke} ~~iron~~ per day. The daily steel output was 630 tons.

^{Pig} ~~Raw~~ iron and coke arrived from ^P ~~Poland~~ by rail, ^{Pig-} ~~raw~~ iron was brought from the USSR ^{by} ~~on~~ boat, and cement, construction materials, and coal arrived from various points within Hungary. Finished products were shipped to Csepel and Győr by rail, and some were shipped to an unknown destination by boat.

[redacted] there is a railroad yard in the iron works area ~~which has 50 rail lines running through it~~ consisting of 50 lines. (It is possible that this figure is a bit high). ~~East of this yard, there is a station~~ West of this railroad yard, is the new Stalinvaros railroad station, which is 1000 meters long and consists of about 35 rail lines. Spur lines branch off from here to the factory and to the Komlo coal mines. The line to Komlo is a new one and is used exclusively for coal shipment. The location of this station is indicated on the attached diagram as No 1. No 2 on this diagram indicates the location of the old Stalinvaros railroad station.

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There are about 600 ^a ~~armed~~ factory guards and 200 "Blue" AVH personnel, the latter group is dressed in civilian clothes and is very friendly with the employees. In addition, there are 60 fire fighters and 4 fire trucks.

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All personnel are trained in air-raid procedures. Entrance into the factory can only be effected by showing both factory passes and identification cards. Special passes are required for entrance to the central laboratory.

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the guard is doubled on holidays and ~~increased~~ at times when there are many visitors in the plant. There are always 4 guards stationed at the main tower.

The overall attitude and spirit at the factory are the worst. On days following payday, up to 40 percent of the employees are absent because of drunkenness or because they live far from the plant. Many times, absenteeism lasts 2-3 days.

Other installations around the area are: ^{item}an infantry and artillery barracks north of Sztalinvaros, indicated as ^{item}No 3 on the attached diagram; ~~and~~ ^{item}a clothing factory, indicated as ^{item}No 4 on the diagram; and a cellulose factory, which is ~~just~~ under construction, indicated as ^{item}No 5 on the diagram.

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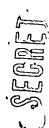
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A. Budapest Automobile Motor Repair Enterprise at 9 Veso Utca, Budapest XIII.

This enterprise repaired motors of military and state vehicles sent there by the various Auto Repair Enterprises whenever the vehicles required general repair or overhauling. Accompanying sketch #1 is a floor plan of the ~~ground floor~~ ground floor of the plant. Legend follows:

1. Veso Utca
2. Motor testing shop
3. Refreshment room
4. & 5. Parking areas for 4-5 autos
6. Automotive parts ~~storage~~ warehouse
7. Gate-keeper's residence
8. Stairway
9. Janitor's cubicle
10. Employees' entrance
11. Main gate. Entrance for vehicles. Gate is wing-type; steel-reinforced wire.
12. Plant locksmith workshop with 1 lathe
13. " " " " 4 lathes and 2 drilling machines.
14. 2 " " electrician's shop with 1 small drilling machine,
2 workbenches, 4 vises, and 1 universal electronic test stand.
15. *Porch*
16. Factory locksmith office
17. Toilet
18. Scrap collection warehouse
19. Hallway
20. Medical office
21. Industrial norms office
22. Fire dept. office with equipment
23. Warehouse office
24. " "
25. Parts milling shop with equipment. Directly below this room in the basement are the boiler room and the coal bin.

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26. Storage area for tools
27. Factory warehouse
28. Machine shop with 1 milling stand, 1 large universal drilling machine,
4 axle drilling (grinding) stands, 3 bolt grinders, 2 scraping machines,
1 planing stand, 2 large drilling machines, 3 crankshaft grinders,
1 "giant" lathe, 1 electric crane.
29. Grinding shop. Above this shop is located the norms office and the
material inspectors' office.
30. Motor assembly section. Includes benches, vises, and 5 assembly stands.
31. Warehouse office
32. " "
33. Emergency exit
34. " "
35. Two-meter-high rear exit gate *board* ~~made from boards~~.
36. Two-meter-high wooden fence
37. Yard
38. Parts sales dept.
39. " " "
40. Hallway
41. Test shop with 1 test stand and 1 carburetor adjustment stand

Attached diagram No 2 is floor plan for the second floor. Legend follows:

1. Culture hall
2. ~~Entrance hall~~ Part of roof
3. Entrance hall
4. Stairway
5. Personnel department
6. Secretariat
7. Director's office
8. Engineer and drafting office
9. Party secretary's office

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10. Hallway
11. Central storage office
12. Wage accounting
13. " "
14. " "
15. Library and reading room
16. Social allotment warehouse (clothing, footwear, etc.)
17. Statistics office
18. Treasury clearing office
19. Treasury and payments
20. Same as item 2
21. Glass roof over the assembly shop. As high as second floor only.
22. Same as item 2

The third floor is even smaller than the second, and includes such places as dressing rooms, dining room, and cultural rooms. ~~From~~

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The entire area of the plant is about 300x180 meters.

~~Veso St. opens off Vaci St.~~ Veso St. opens off Vaci St.

~~the street on which the main gate is located,~~ the street on which the main gate is located, runs parallel with Vaci St. and is the first street toward the Danube from Vaci Street.

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Istvan BARNA is personnel director of the plant which employs 1100 persons, 15 percent of whom are women. All employees work ~~in~~ one 8-hour shift, except machine shop employees, who were split into three 8-hour shifts. Normally, 60-70 motors were repaired monthly for the military, and 40-50 for various state enterprises.

The main objectives of the factory are to repair motors, including (engines) diesel and gasoline for both the military and various state enterprises; to distribute and sell motor ~~parts~~ parts. Motors which were to be repaired were sent to the plant by the No 1 Auto Repair Enterprise, and all repaired motors were returned to this enterprise. ~~Shipments to and from the plant was made by the enterprise.~~

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The assembly ~~plant~~ section shipped out 6 motors a day, and allowed 8 hours for the breaking in of overhauled motors.

There is no factory ~~guard~~ guard, and there are 3 firemen. All personnel have air-raid training. The plant employs three janitors and two night watchmen.

B. following Auto Repair Enterprises: 25X1

- a. No 1 Auto Repair Enterprise: Vaci Ut. in Budapest. Was the Ford firm, Now repairs trucks, both Csepel and old type diesels.
- b. No 2 Auto Repair Enterprise: Vaci Ut in Budapest, was old R Opel firm; now repairs GMC, Chevrolet, and other old type gasoline trucks; this work is done on Arboc Square; the Vaci Street plant repairs private autos.
- c. No 3 Auto Repair Enterprise: on the corner of Arena Ut. and Foti Ut. in Budapest; was the Fiat firm; now repairs private autos.
- d. No 4 Auto Repair Enterprise: Lehel Ut. in Budapest; was the Steyr-Daimler-Puch firm; ^{now} repairs private autos.
- e. No 13 Auto Repair Enterprise; ^{in Debrecen;} All Opel vehicles are repaired here, no matter where in the country they come from. By the same token, all other ~~non-Opel~~ vehicles are shipped to Budapest for repairs. There is an Auto Repair Enterprise in every larger city, but each specializes in a particular make.

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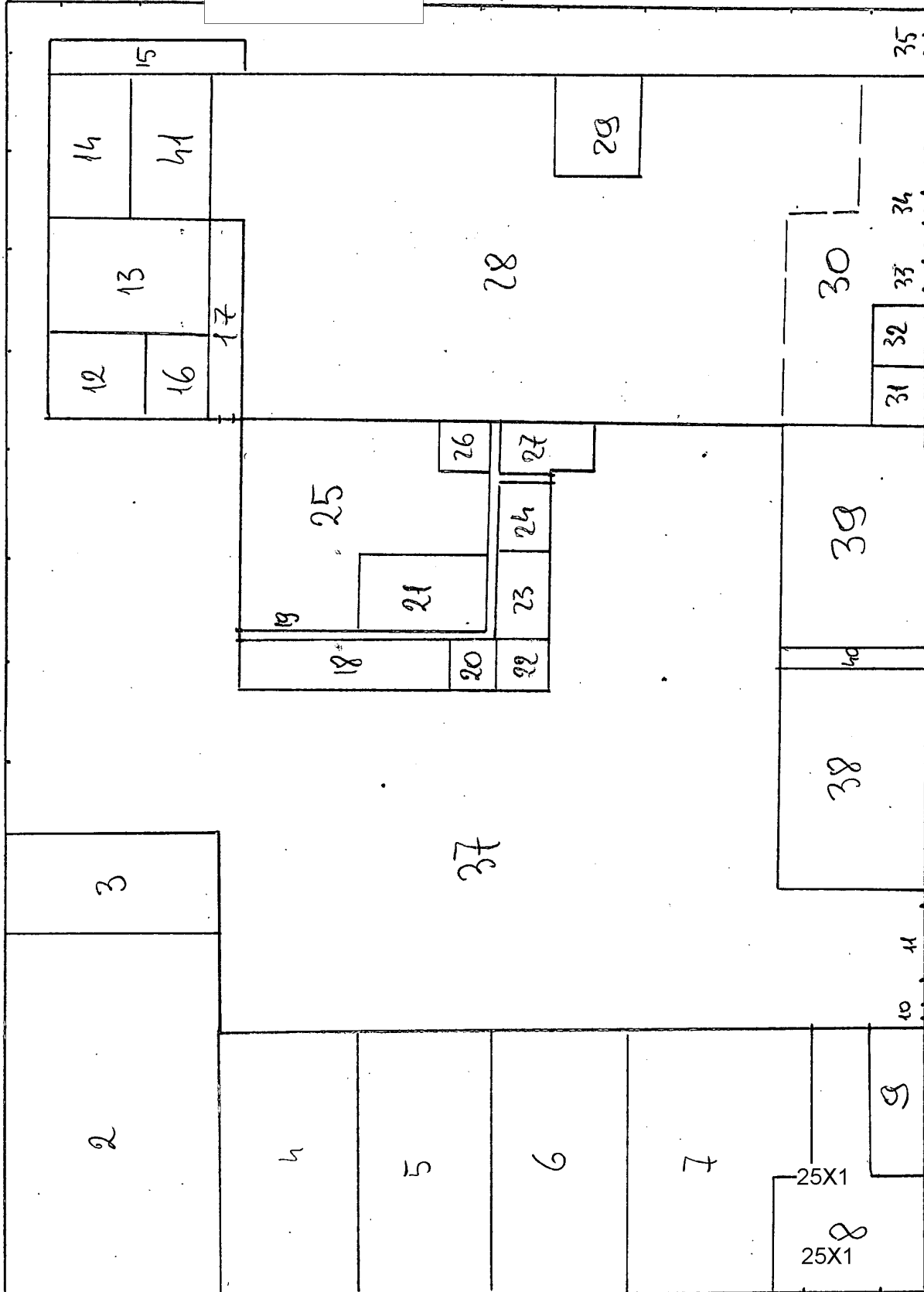
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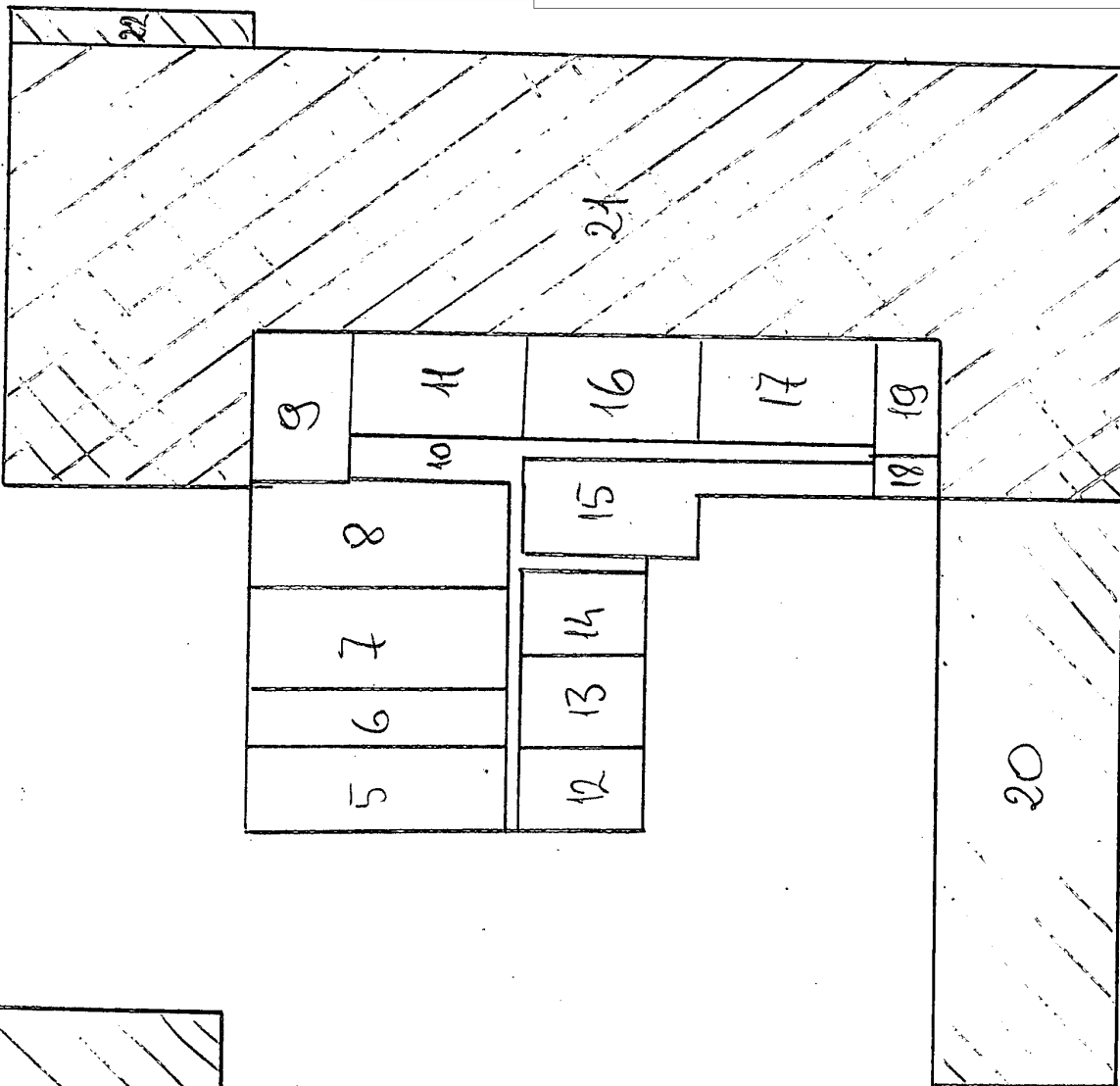
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A. The Russian Military air field under construction at Alag.

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Until May 1957, Russian armored units were ^e billeted at the Alag airfield. These units were then transferred to Godollo, and Russian air force units moved into the area. ~~These units~~ These units utilized technical personnel and machinery to rebuild the airfield. The new airfield ran in an East-West direction, and the plan was to extend it to the rail line at Fot.

The length of the new field is 2300-2400 meters, and its width is around 800 meters. The following is a legend for attached sketch No 1:

1. Castle
2. Buildings belonging to the old airfield which are now occupied by Russian and Hungarian workmen.
3. New concrete runway, 2200 meters long. Width unknown.
4. Old water tower
5. FARM

[redacted] the Alag airfield is to ease Russian military traffic at the Ferihegy airport. Since the Ferihegy airport deals in foreign air traffic also, it would not be desirable for Russian military aircraft to be seen there. It is not the plan of the Russians to station bombers and fighters at this new airfield, but rather personnel and equipment transport planes. [redacted] the airfield is completed by this time [redacted]

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B. Expansion of the Dunakeszi [railroad] station.

[redacted] the proposed expansion of the Dunakeszi Railroad Station might be in conjunction with the new Alag airfield. It is ^{certain} ~~sure~~ that the new railroad station could be used for further shipment of at least a part of the materiel arriving at the Alag airfield. Plans for the Dunakeszi Railroad Station include: general enlarging of the station; building of cisterns; enlarging loading platforms; building of new storage rooms, and installation of moving cranes.

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